

# FINAL REPORT

AAIU Synoptic Report No: 2007-022

AAIU File No: 2007/0065

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In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Air Accidents, on 26 July 2007, appointed Mr. Frank Russell as the Investigator-in-Charge to carry out an Investigation into this Accident and prepare a Synoptic Report.

<b>Aircraft Type and Registration:</b>	G-OSJL, Robinson R44 RAVEN (II)
<b>No. and Type of Engines:</b>	1 x Lycoming IO-540-AE1A5
<b>Aircraft Serial Number:</b>	11452
<b>Year of Manufacture:</b>	2006
<b>Date and Time (UTC):</b>	15 July 2007 @ 18.00 hrs
<b>Location:</b>	Near Maynooth, Co Kildare
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Pilot - One
<b>Injuries:</b>	Pilot - None
<b>Nature of Damage:</b>	Tail rotor and vertical fin sheared off
<b>Commander's License:</b>	UK PPL(H)
<b>Commander's Details:</b>	Male, aged 56 years
<b>Commander's Flying Experience:</b>	96 hours (all on type)
<b>Notification</b>	Pilot notified AAIU
<b>Information Source:</b>	Pilot submitted Accident Report Form to AAIU

## **SYNOPSIS**

Following an approach to land and hover, an un-intentional rearward movement caused the tail rotor guard to strike the ground. The helicopter landed back on, but as a result of the impact, the tail rotor and vertical fin sheared off. There were no injuries.

## **1. FACTUAL INFORMATION**

### **1.1 History of the Flight**

The pilot was returning from a solo flight to the helicopter's private base at Taghadoe, near Maynooth, Co. Kildare. Here, the helicopter pad is made of concrete, and is connected by a 15-metre taxiway to the owner's purpose built hangar.

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Forecast weather conditions in the area were good, with a light easterly wind at 8 kt and more than 10 km visibility.

The pilot stated that following his approach and hover over the helipad, the helicopter moved backwards slightly and struck the stinger (tail skid) into the concrete helipad. The helicopter reacted by spinning through 180 degrees and settled back on the helipad, with the tail rotor and vertical fin sheared off. The helicopter remained upright and the pilot exited without injury. There was no fire.

### 2. ANALYSIS

It was not the pilot's intention to hover his aircraft rearwards and that slight overcontrolling on his part, perhaps due to inexperience, lead to this impact with the ground. The AAIU published a recent Report, No. 2007-009, which dealt in greater detail with similar impact damage to an R22 helicopter.

### 3. SAFETY RECOMMENDATIONS

This Report does not sustain any Safety Recommendations.



Photograph supplied by the Pilot

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